



1999-4



**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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The Bottle Shipwright

Volume 17 Number 4.

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Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER: Santa's kids
complain just like real kids.

BACK COVER: Charles Hand's
USS Sandborn (APA 193)

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THAT IS ALL!

.....ATTENTION ON DECK! THIS IS THE CAPTAIN!!

Belatedly come my best wishes to all of you for a happy holiday season. And I thank all of you who sent your holiday good wishes to Dodie and me. I want to wish every member a happy, prosperous and great bottleship building New Year.

I was saddened to learn that Tom Chalmers of London, Ontario, Canada had passed away in August. Tom was the creator of some of the finest small ship models, bottle ship or case models, that it has ever been my pleasure to see, the detail was superb. I had the pleasure of talking briefly with Tom, and he asked me if I had noticed the ship's dog on his model of a square rigger when looking at his ships on display in a branch of the London Library a year ago.. I had missed the dog but he does project the detail that Tom's work exemplified.

The bottleship world mourns the loss of a great talent.

I'll be getting some stuff to all of you guys as soon as I can pull it together re-Detroit, which I think could be fun.

1.

HIT THE BOTTLE

Jack

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker

It was with great regret that I learned of the passing of Juzo Okada, the founder and untiring leader of the Japanese Ship-in-Bottles Society. Editor of the Japanese Ship Bottler magazine, curator of the bottle ship museum in Osaka, Japan that he was instrumental in establishing. Author and organizer of many ships-in-bottles shows in Japan. He will be missed.

And also sadly, in this country, one of our members, Russell Avilla, of West Haven, Connecticut. Passed away. Our thoughts and prayers go out to both families.

On a lighter note, Yes! I screwed up. The photo of the "Real Carlos" by Juan Rodriguez del Barrio on the cover of the last issue I incorrectly listed the neck ID as 28Cm instead of 28mm as it should have read. Just goes to show that math was never one of my best subjects.



Now-lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

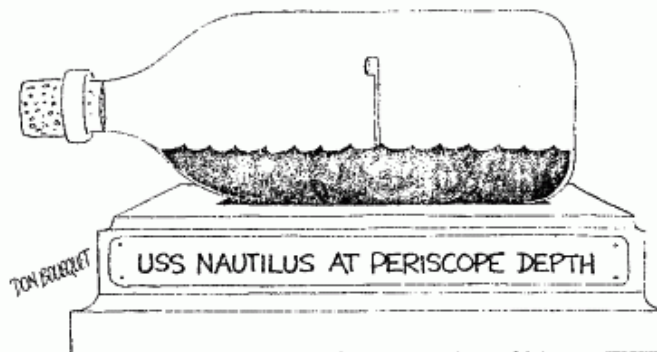
Bob Brown, P.O.Box 424, Belmont, New Hampshire. 03220.
Ken Gunther, 783-99th Ave. NORTH# 103. St. Petersburg, Florida. 33702-2250.
Donald L. Kleismit, 3312 Panorama Circle, Dayton, Ohio. 45415.
John Marinovich, 75 Intervale Road, Boonton, New Jersey. 07005.
Anthony W. Sariti, 5607 Glenwood Road, Bethesda, Maryland, 20817.
Vsevolod Serriere, Swiss Ski School, 13119 Sking Paradise Blvd. Clermont, Florida. 34211.

Brian Smith, P.O. Box 210, Noonamah, N.T. 0837 Australia.
Stephen N. Sullivan, P.O.Box 355, St. Augustine, Florida, 32085.

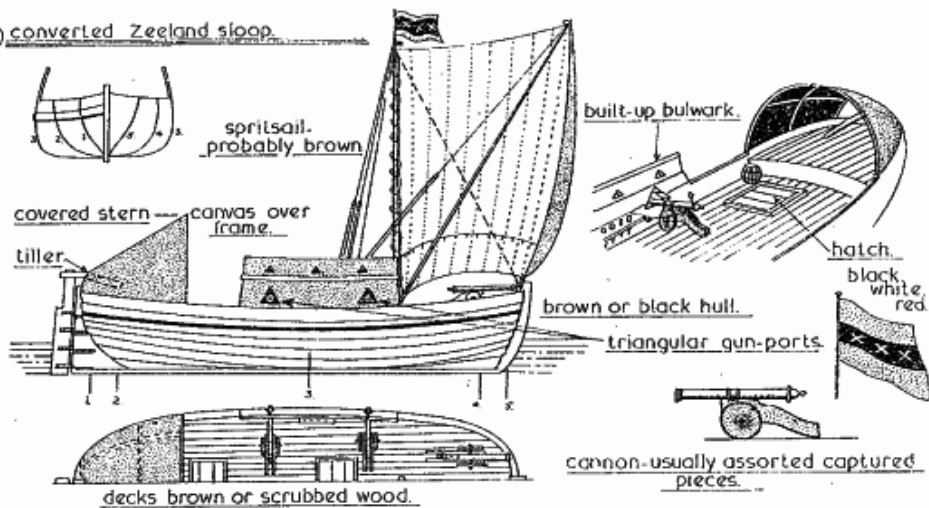
ADDRESS CHANGES.

Peter J. Aird, RR # 1 Alliston, Ontario L9R 1V1 Canada.
Gilbert J. Charbonneau, 982 Cross Point Road, Edgecomb, Maine. 04556-3515.
If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

Underachiever's Ship in a Bottle

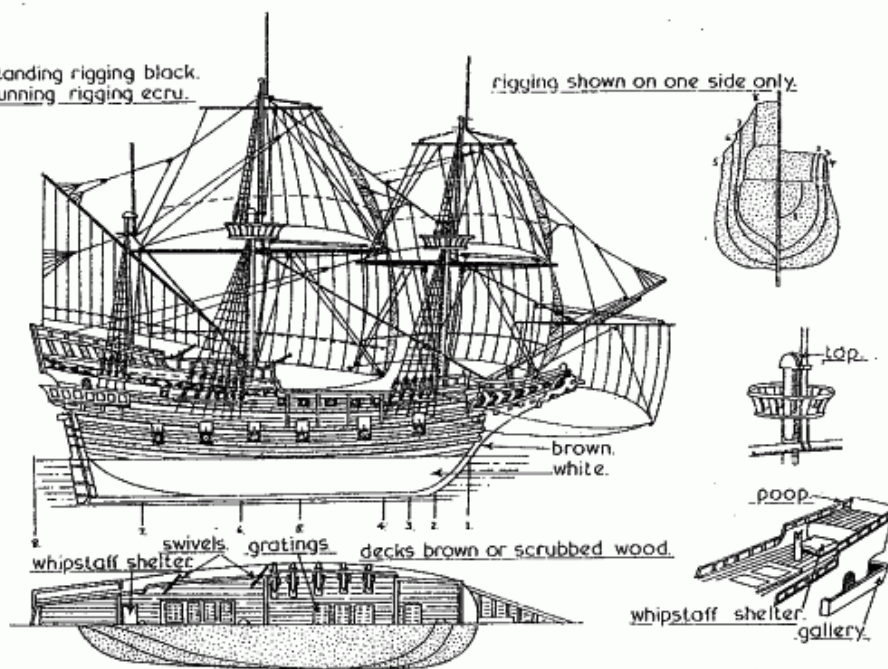


(1) converted Zeeland sloop.



standing rigging black.
running rigging ecru.

rigging shown on one side only.






A TRIBUTE TO JUZO OKADA

It is with sincere regret that I note the passing of a long time friend, Juzo Okada, the founder and energetic leader of the Japanese Ship-in-Bottles Society.

Juzo was the author of several Japanese ship-bottling books demonstrating bottling techniques of his own invention. He was an active instructor who taught ship-bottling to many students throughout Japan and he organized countless numbers of ship-bottling shows in his country to promote the art. Through his efforts a Japanese Ships-In-Bottles Museum was established in the large waterfront park in Osaka where he acted as the curator for many years. Shortly before his death he finished producing his 66th edition of the superb Japanese Ship Bottlers magazine.

His bottled models were exquisite and I am proud to have one as a fond remembrance.

Juzo passed away on September 21, 1999. He will be greatly missed.


Don Hubbard



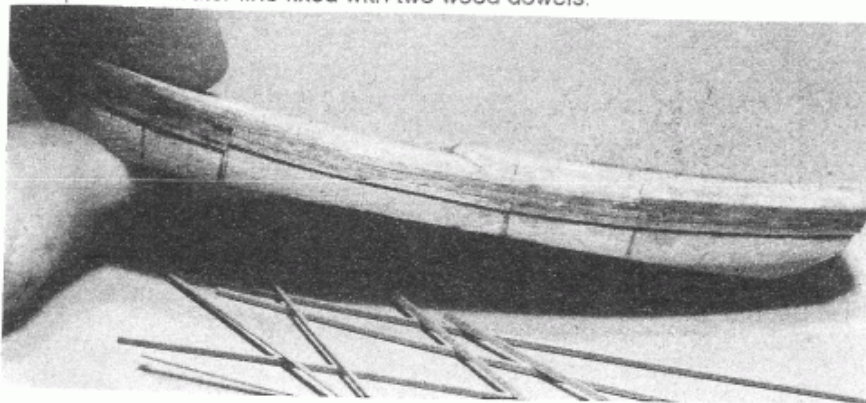
The Japanese Ship-in-Bottle Association

FAIR AMERICAN a PHOTO ESSAY
By BERND BRAATZ of Berlin Germany.

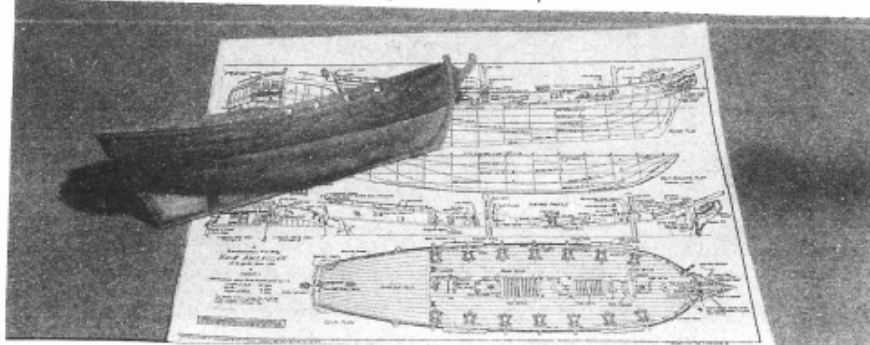
As I got a 3 liter light bulb out of the film studio Babelsberg, I knew I had to build the brig "Fair American" in it. I had the plans for this model for years and now knew I had found the right home for it. After I had measured the light bulb I reduced the plan so that the model would fill the bulb as much as possible. It scaled out to 1:200.



1. Hull out of apple with patterns of the ribs, starboards ready fitted. The hull is split at the water line fixed with two wood dowels.



2. Planking the hull with self cut planks out of pear.

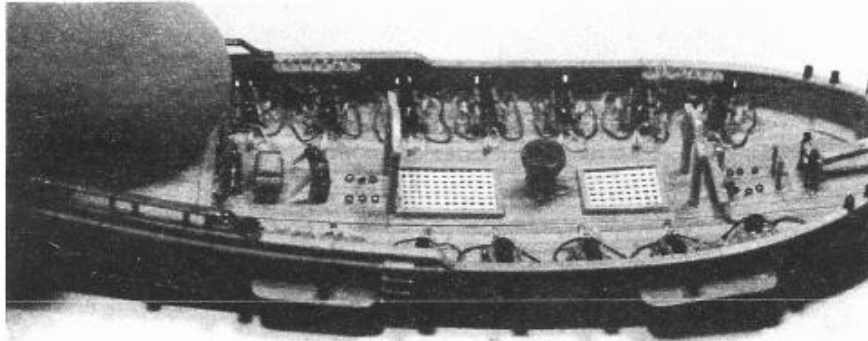


3. The upper part of the hull is planked even so the deck. Keel and stem are fixed. The gun ports for the 16 canons are cut. You can see the plan reduced to a scale 1:200.

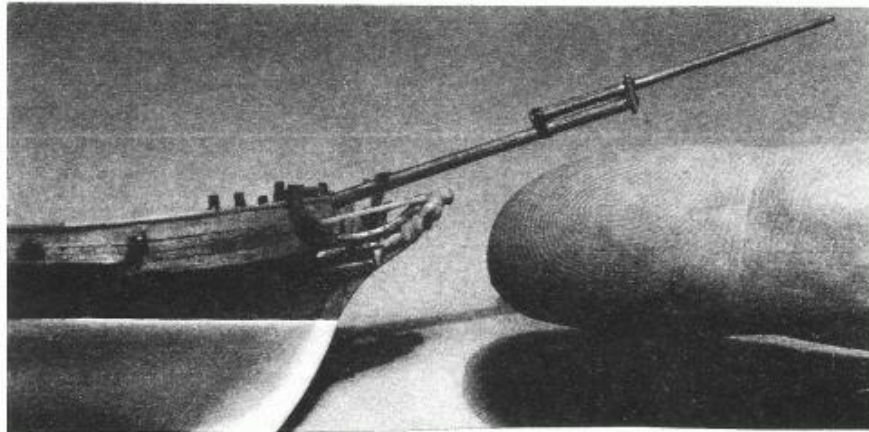
FAIR AMERICAN (continued)



4. Details of the black painted canons and the carriage all made out of pear and of course self-made.

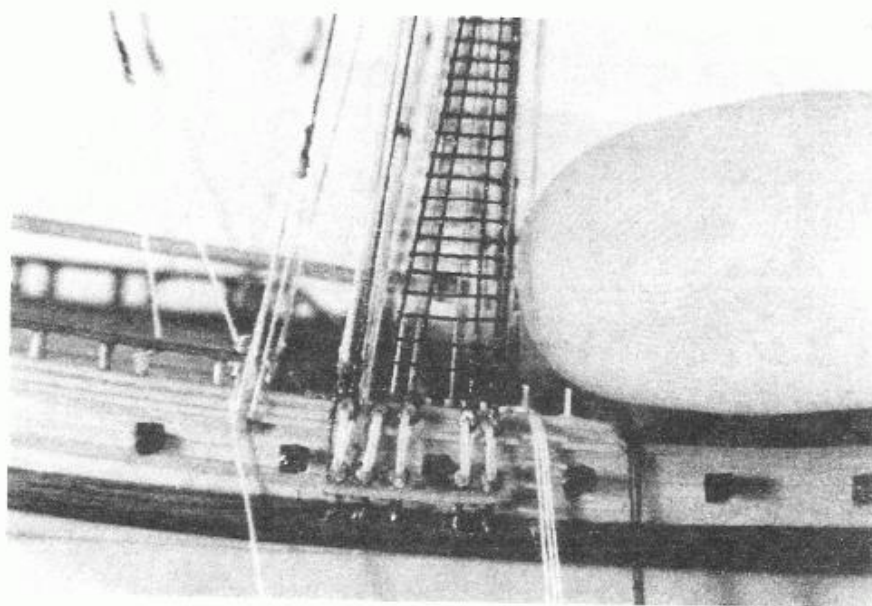


5. A view onto the deck. Please remark pin rails, gratings, capstan, steering wheel, binnacle, pumps, ladder, belfry, stern rail, canons with breeching rope, blocks and gun tackles.

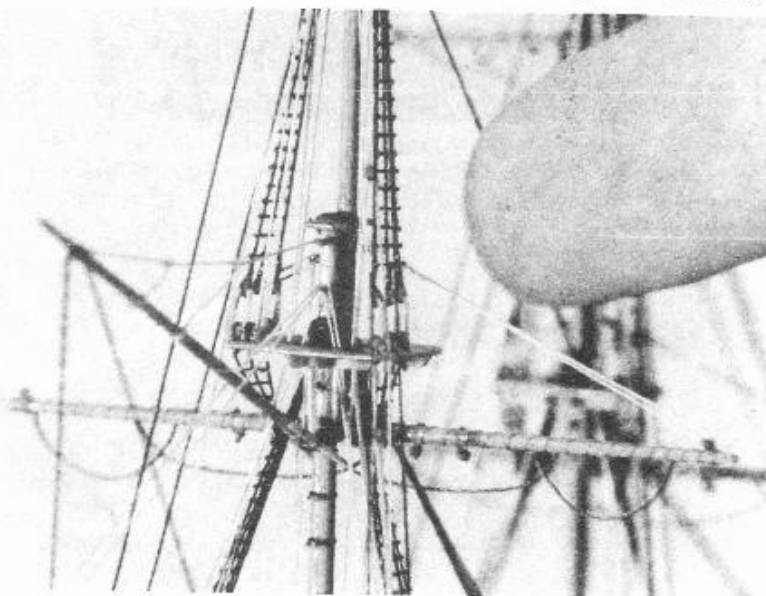


6. The figurehead is hand carved out of boxwood. The bowsprit is made out of bamboo and the wale is out of ebony.

FAIR AMERICAN (continued)

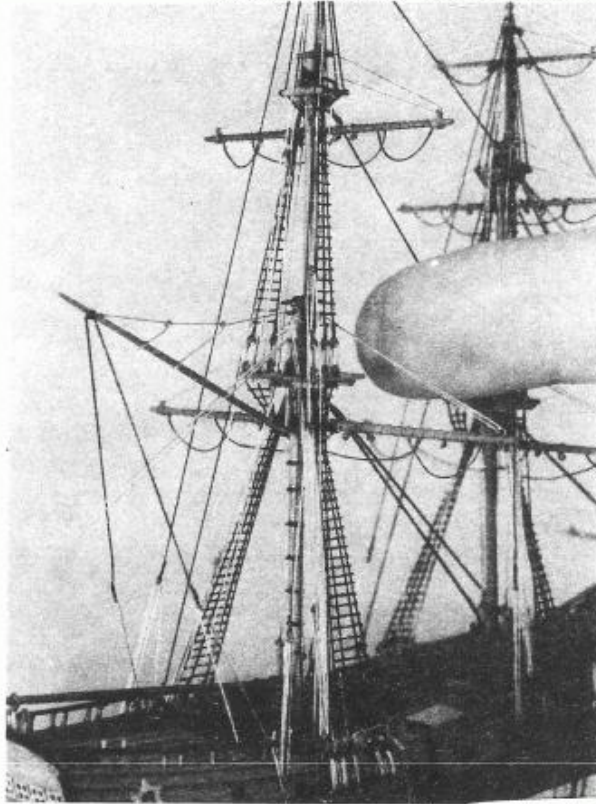


7. Detail of the shrouds and the back stays, note the deadeyes and the lanyards.

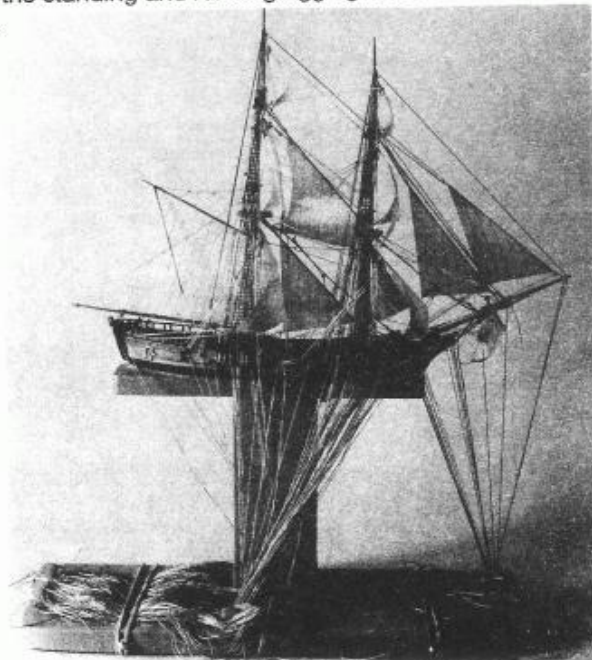


8. Detail of the main-mast with gaff sail boom and yard. Please note the blocks at the yard. All blocks have a hole for the running rigging.

FAIR AMERICAN (continued)

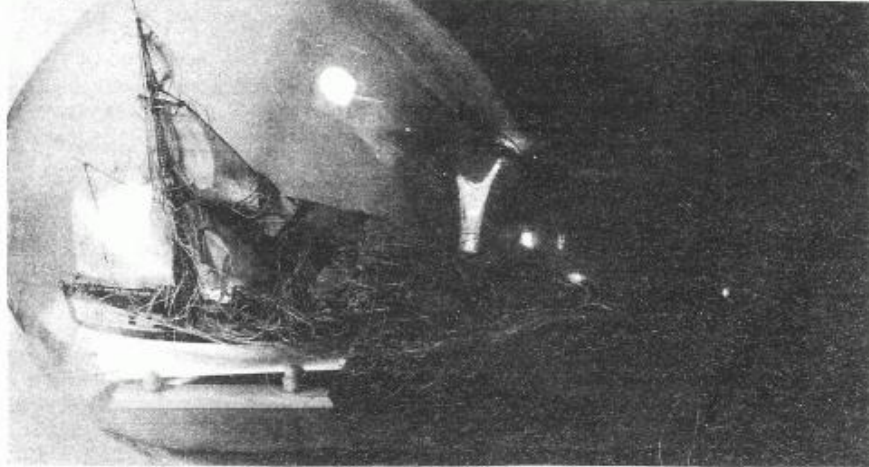


9. A look at the standing and running rigging. Please notice the window frames at the stern.

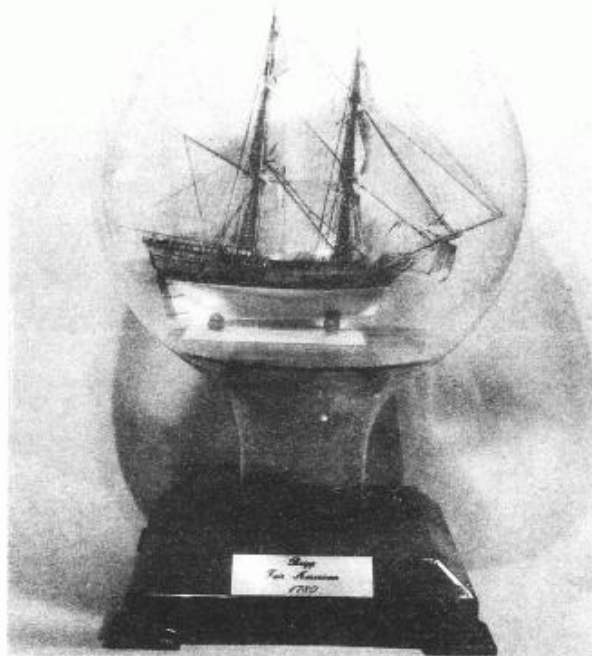


FAIR AMERICAN (continued)

10. The model is ready to set into the light bulb. The sails are made out of thin coloured paper. All details at the rigging like halyards, braces, sheets, clew garnets, reef tackles, lifts etc. are existing and moveable like they are at the real ship. So there were 121 strings to pull.



11. Now I set the folded model (upper part of the model) onto the wood dowels from the under water hull which I had fixed on the already prepared platform. By the way, to disentangle, fix and cut the 121 towing lines it took more then 70 hours.



12. Now the work is done. The light bulb finds it stand in a holder made out of elm burl.

BOKMA....

Many, many years ago I was approached by a guy who wanted to have some SIB's, since he was planning to establish a special Ship-in-Bottle museum in Amsterdam close to the National Maritime Museum.

Honestly said I was rather sceptical since he was not a member of our Dutch Association nor was he making SIB's himself.

The man, his name is Jan Visser, was a persistent man and after several years he got what he wanted, a specialized museum for ships in bottles, not in Amsterdam, but in the very old historic town Enkhuizen close to the former Zuiderzee.

Jan succeeded where we, the big all-knowing old timers, failed, but that is history now!

When Jan started the majority of his SIB's was built in the square BOKMA bottle. Bokma is one of the leading distilleries in the Netherlands.

A few years ago Bokma started a special propaganda campaign. If you sent them a few flattened metal Bokma-closures plus ten guilders, you received a nice little two-mast schooner, ready to be put into a bottle, preferably in the square Bokma bottle which you had to provide yourself.

A very nice set-up with a small instruction booklet of 6 pages.

I am not sure, but I presume that Jan has had a big hand in this campaign, since the building-instructions were perfect and most probably from his hand.

The campaign was very successful. When I tried to get a few ships later on, they were all gone and they told me that they were even a few thousand short.

I just wonder whether some company in your territory could be interested in such a campaign, which would be big propaganda for the association too.

B. de Jongste, the Hague, Netherlands

HAGAR

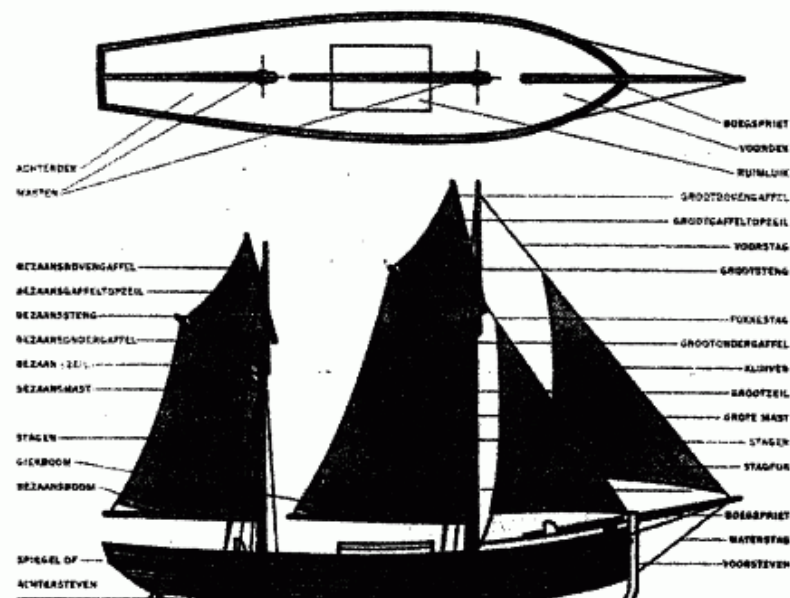


To get something done, a committee should consist of no more than three people, two of whom are absent.



DE ZEILTRAWLER

*En al z'n verschillende onderdelen:
van bezaansondergaffel tot grootgaffeltopzeil.*





With this issue, the last of the old millennium we welcome eight new members aboard. Again they are a mixed crew as far as experience goes. Bob Brown of Belmont, N.H. has a few under his belt, as does John Marinovich of Boonton, N.J. and Stephen Sullivan of St. Augustine, Fl. Anthony Sariti has a kit to his credit, and liked it enough to start scratch built the next one. The next three claim no experience, Donald Kleismit of Dayton, Oh. Brian Smith of Noonamah, Australia and Ken Gunther whom I met at the Palm Harbor Fl. Antique and Craft show. Vsevolod Serriere of Clarmont Fl. also states no experience. Welcome aboard and remember, this journal is about you, what you do and how you do it. Have a great idea? or a better, easier way to do it. possibly a helpful hint, tip. Some photo's of your work? send them in. Questions, problems send them in too. we will try to help.

WHO HAS THE ANSWER ?

While reading through the latest copy of "The Bottle Shipwright" (99/3), the photographs of the "Models of the Japanese Association by Juzo Okada struck me as being different from the norm. The models are all apparently entered into their bottles bow first, which of course is 180 degrees out of phase with the norm in the western hemisphere.

This got me searching for other pictures of Japanese models, and on pages eighteen nineteen and twenty-eight of the 1998-3 Bottle Shipwright are more photographs of examples of the reverse entry technique. The 98-4 issue has more on pages twenty-two and twenty-three, and the 99-1 issue has more on page twenty-three. In addition on the back cover of the 99-1 issue Don Bradley was fortunate to find a model of the "Peking", crafter unknown, also with the reverse entry. I suspect it is of Japanese origin. On pages thirty-four and thirty-seven of Don Hubbards "Ships in Bottles" are some more. Also on page seventy two of the German book "Buddelschiffe" is yet another picture of a Japanese reverse entry model.

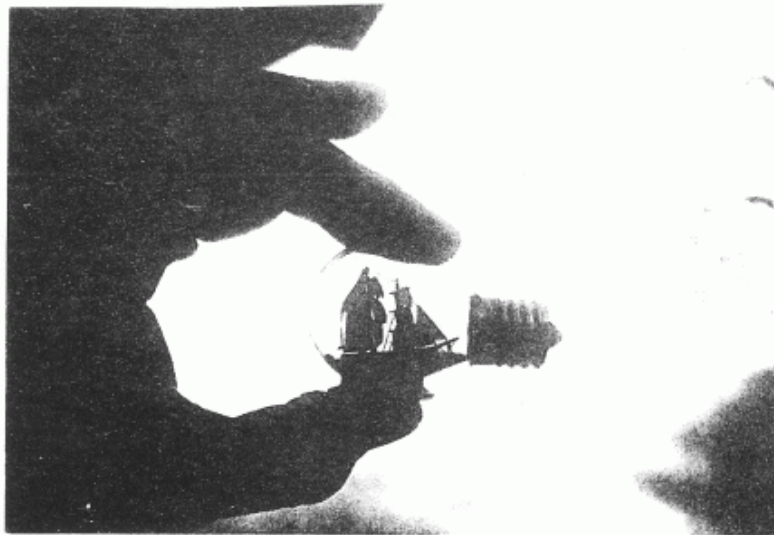
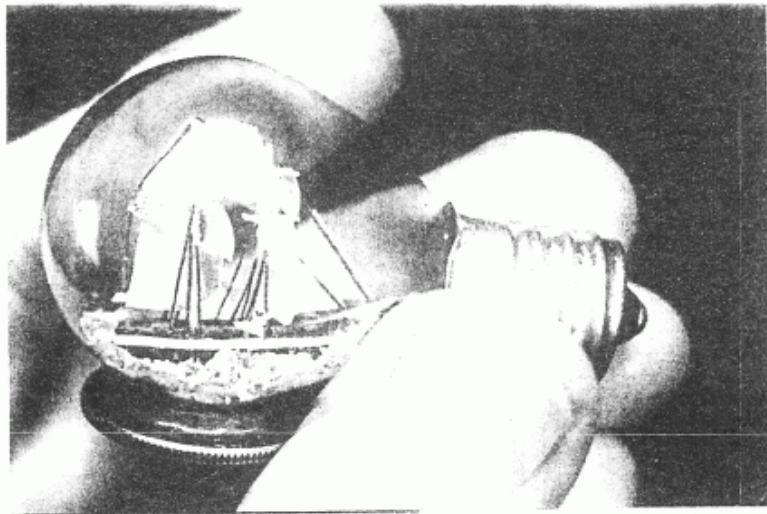
The only non Japanese models employing this technique that I could find were the "Pommern", crafted in Denmark, in "Ships in Bottles" page thirty-nine, and the "Emma Romer" and the "Lagoda", presumably both crafted in Germany, and shown on pages seventy and seventy-one of "Buddelschiffe". Also one unidentified model in the Flask Peters Museum in Denmark, (from a postcard I received from an old shipmate many years ago).

As the techniques involved in controlling both the standing and running rigging must be somewhat different, and I would think more difficult, in a bow first entry model perhaps Juzo Okada or one of his colleagues would care to comment. I am also curious as to how, when and where did the two opposite techniques evolve.

Submitted by Bill Cheek, Dundas, Ontario., Canada.

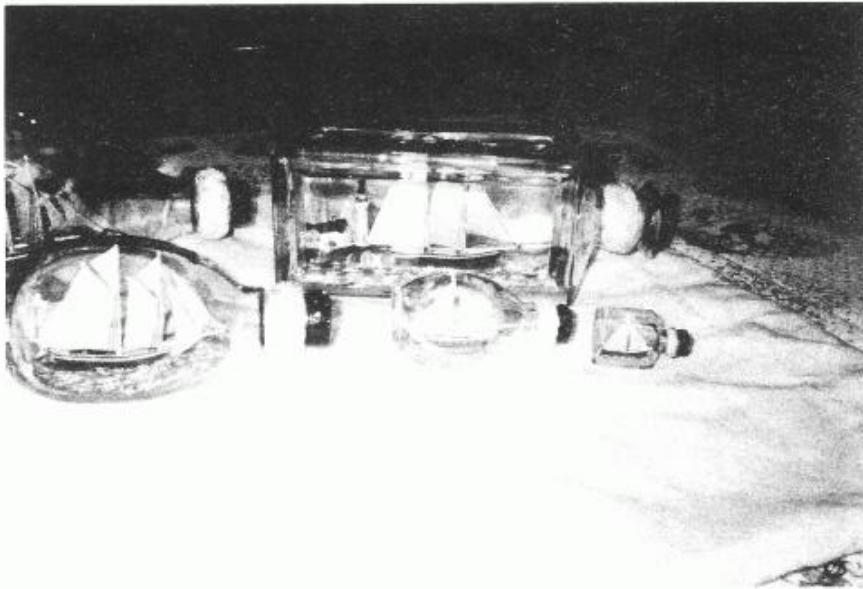


Our Prez, Jack Hinkley sent in the following photos of some of his latest works. The small ships are inside a 40 watt high density light bulbs. The bases are the new State Quarters. Charles Hand did the photos. And Jack states that he will do a more detailed article in the future.



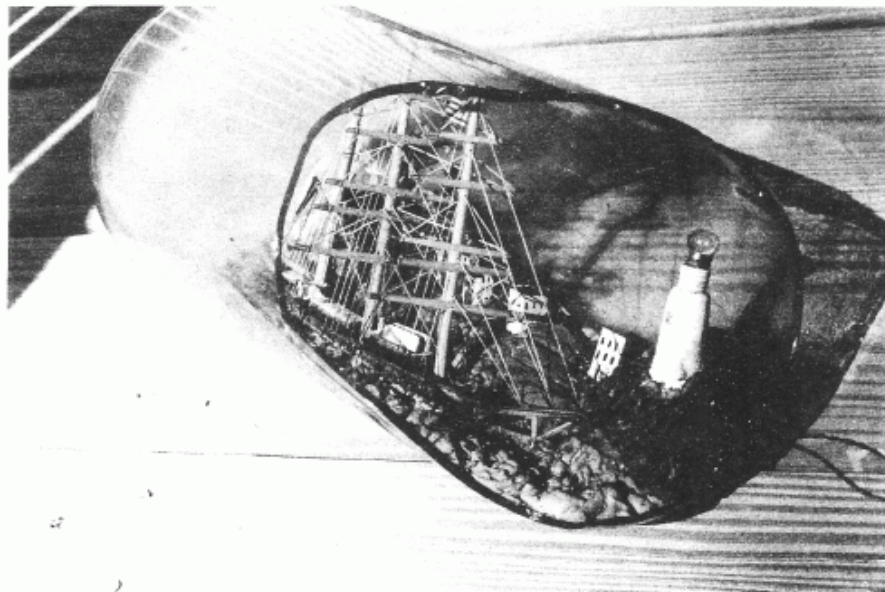
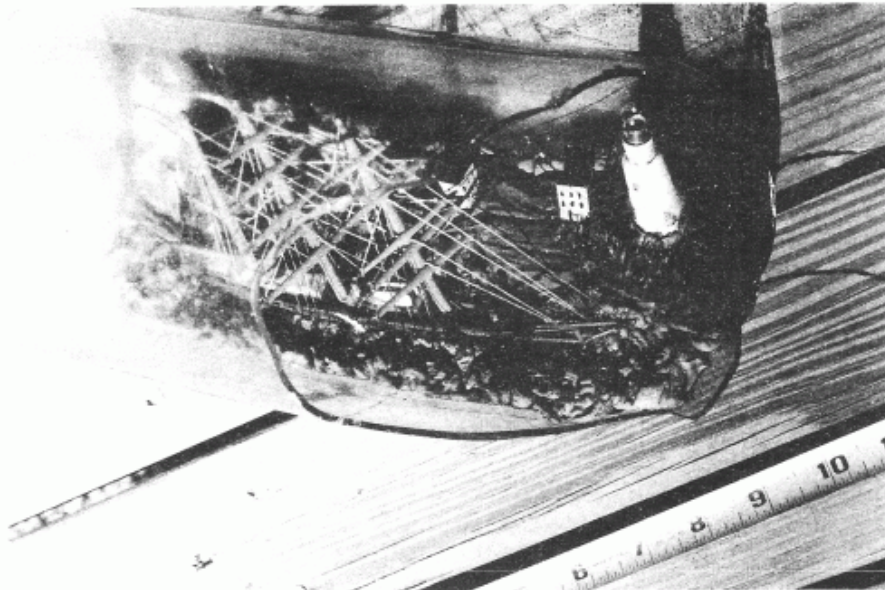


Conrad Forget of Chicopee, Massachusetts sent in the photos ,
below .



HELP WANTED.

I recently received a phone call from a Mr. David B. Watts , asking if I could help with a problem he has with an old family SIB, that was broken during construction at his home. As per request he sent the following photos. Anyone interested in the restoration of this SIB. can contact Mr. Watts at P.O.Box 427 Captiva, Fla.33924 or call and discuss it with him at (941)-472-5506.





BOOKS

BY

Francis J. Skurka

Ship Models and How to Build them.
by Charles G. Davis.

Charles G. Davis was a naval architect and ship builder, who also accumulated "Seatime", sailing aboard merchant vessels of all types. In association with the Marine Research Society of Salem, Massachusetts, and the Peabody Museum of Salem, he was certainly well qualified to write several books on building ship models. This book was the first, originally published by the Marine Research Society in 1925. Dover Publications, Inc., 31 East 2nd street, Mineola, New York. 11501-3582, first published this addition in 1986 and is an unabridged republication of the original work.

The present edition is published by special arrangement with the Peabody Museum. Dover's books are softcovered 5½x8½" volumes with easily read type and excellent descriptions of some fairly technical topics.

Written for novice ship modelers, the book is well illustrated with 173 plates, photographs, diagrams and silhouettes. There are 18 photographs, illustrating models of different periods which the author uses to make the point about the choice of a model to be built. In his introduction the author states, "it is far better to build something simple at first, just as a child enters the primary grade at school and works up; because there is a lot to learn in the building of a model ship that one cannot realize until he actually comes to do the work". Also, "so the first step in building a model is to select a design, if such can be had, or a picture of the proposed ship.

In the early chapters, he covers types of models: water line, shadow box, halfmodels, lift (bread & butter), solid block, plank on frame and ships-in-bottles. In this book, the solid block technique is used to show how to construct the hull of the American Clipper Ship "Sea Witch".

There is a full sized set of plans for this vessel which fold out of the back cover.

In my opinion, this model is a bit advanced for a novice. However, with the detailed, step by step instructions, which are fully illustrated and diagrammed with over 150 black and white line drawings, a determined craftsman should be able to build a decent model.

Mr. Davis details how to make templates for the hull, how to prepare the block, cut out the hull and shape the hull. He then explains how to make the deck, quarter deck, forecastle head, stem and stern post, keel, bulwarks, waterways and timber heads, scribing the hull to cut in the waterline and crease in the planking is well explained. Rudder, transom and all the deck furniture are covered in detail, along with bitt-heads, channels, deadeyes, chocks, cleats, bumkins and other clipper ship features. The spars are covered according to the spar rules and tables. It furnishes the exact measurements to make the correct lengths. A model makers tool list is provided with a brief explanation and description of their use and application. In the last chapter, a glossary, belaying pin layout and a table of offsets are provided for "Sea Witch". The one thing missing in this book is how to rig the model. That subject is covered in other book(s) by Mr. Davis. These will be reviewed in other issues of this journal.

The book is cheap by any standard, \$7.95 plus \$5.00 Postage and handling. The Davis books are classics and belong in any serious modelers library.



MODELER'S LEXICON BY F.J. SKURKA

- BENT TIMBERS** : Ribs or frames of a vessel. Ribs are often made of several pieces, bent to match the curved side of a vessel, thus the name. The term does not necessarily mean that ribs have been bent by steam or other means, it refers only to shape.
- BERMUDA RIG** : (Bermudian rig) developed in the 1800's in the West Indies as a vessel with tall triangular fore and aft sails. It is the most common rig on today's modern yachts. It is said to be more efficient to windward and requires a smaller crew to handle it than the older gaff rig.
- BERGANTINA** : A small mediterranean rowing and sailing vessel of the 14th to 16th centuries, similar to the english pinnace. Built to the maximum of 40 feet, they had 8-16 rowing benches, a small cabin aft, one or two short masts carrying lateen sails. Lightly built, broad of beam, and drawing about 18 inches, they were used for coastal and river work.
- BERTH** : (1) The place where one sleeps aboard ship, either in a bunk or hammock. (2) The place where a vessel comes to rest either at anchor or when tied up along side a pier, wharf, jetty or dock. (3) A space necessary to avoid danger, as when a ship sails far enough from an object to avoid hitting it. She is said to give that object a wide berth.
- BERTHON BOAT** : A folding or collapsible boat of painted canvas stretched over a wooden frame named after it's inventor (British) An American foldboat.
- BEST BOWER** : Best bower , is the starboard of two anchors carried at the bow of a sailing vessel. The anchor on the port side was known as the small bower, even though both were identical in weight.
- BETWEEN DECKS** : Or 'tween decks in the strict sense means the space between any two complete decks. In common usage, it refers to the below deck space where passengers travel who cannot afford cabin space. More universally known as " Steerage".
- BETWEEN WIND & WATER** : (Betwixt wind & water) Any point on the ship's hull at or near the waterline. In the sailing ship days, carpenters kept wooden plugs to patch cannon ball holes betwixt wind and water.
- BETWEEN THE DEVIL & THE DEEP BLUE SEA** : (Betwixt the Devil and the deep blue sea). An expression implying little choice between the alternatives. The devil is not satan, but that seam in the planking of a wooden vessel's hull next to the keel which is a very difficult seam to get to, and is also right next to the water. Today it would be " between a rock and a hard place".
- BEWPARS OR BEWPERS** : The old name for bunting from which flags were made, light enough to fly in light airs, yet resistant enough to fraying in heavy winds.
- BIBLE** : Sailor's slang name for a sandstone block used to scrub wooden decks. Name comes from having to get down on your hands and knees to use them. Also called " Holystones". Small sandstone blocks for scrubbing decks in awkward places were called "Prayer books".



SPINDRIFT BY F.J. SKURKA

THE Smithsonian Institution is offering a set of ship plans catalogs for \$10.00 U.S. per catalog (check or money order only) Payable to the Smithsonian Institution. The address is:

Shipplans, NMAH-5010/MRC
628 Smithsonian Institution
Washington, Dc 20560-0628 U.S.A.

The Catalogs are:

1. Ship plans list: Merchant sail, steam, small craft and fishing vessels from the 18th-20th centuries. 250 pp.
2. The Maritime administration collection of ship plans 1939-1970: Liberty and Victory ships, SS United States, Etc. 79 pp.
3. Warship plans: Early US sail and steam Navy, ordnance, mid 18th century-1900, including the Civil war. 125pp.

With the holidays, there are several things which are available and useful to modelers (and are free): Cake and cookie tins (empty of course) have fairly tight covers and make useful storage boxes, especially for clay and similiar materials used to make seas. I've stored clay and plastercine in a cookie box for years without problems. These boxes also stack neatly. Corks from wine bottles and styrofoam packing boards (cut to suitable size) make excellent pin cushions and sheaths (covers) for sharp tools. I always sheath my x-acto knife blades for safety. Besides, it keeps them from rolling off my bench. Cut the foam board in suitable size rectangles. If using coarks, sand one side flat.

Many hostesses serve party snacks and finger food during the holiday season. These are often held together or served with cocktail (sandwich) picks, which are made of high grade birch. Approximately 3/32" diameter they make good masts since they are 4" long. Remove the decorative cellophane finger hold, clean the food end (dry and sand) and you're good to go. Regular round toothpicks 1/8" diameter 2 1/2" long, also of birch are good for yards.

I regretfully report that the magazine "Model Ship Builder" went "belly-up" this summer and will no longer be published. No advance notice was given, nor any explanation. "Seaways" ships in scale" is now 10 years old after the inception of "Seaways" and has acquired "Model Ship builder". They state that they will honor the subscriptions of MSB readers and will continue to print continuing articles that were not completed, until they are done in their entirety.



MODELER'S LEXICON (Continued)

BIBBS : Pieces of timber bolted to the hounds of a mast of a square rigger supporting the trestle-trees. Hounds are wooden shoulderm bolts bolted below the mast head to either side of the masts which support the trestle trees, which are two short pieces of timber fixed horizontally fore and aft on each side of the lower mast head used to support the topmast, the lower crosstrees and the top. The top is a platform at the mast head, resting on the trestle trees and cross trees whose main purpose is to extend the topmast shrouds for additional support to the topmast. In warships, the tops were used as fighting tops, manned by mariners with muskets.

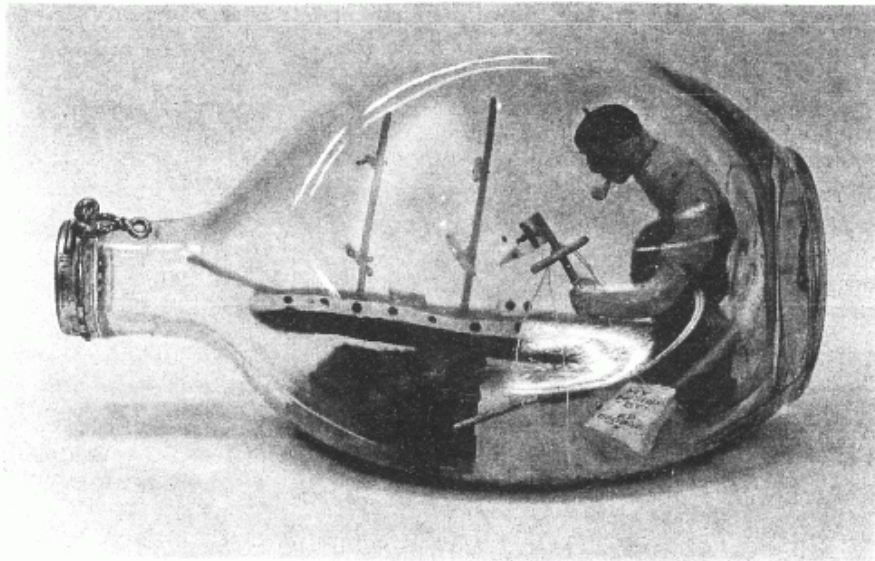


HOW IT'S REALLY DONE

This model with a difference was crafted back in the fifties by a landlocked one time sailor, Ed George. Ed had worked in his younger years as a deckhand on some of Campbells white funnel paddle steamers, carrying day trippers down the Bristol Channel in southwest England. He emigrated to Canada after World War I, returning for the first time to visit his homeland in 1936 staying with my mother, who was his sister. At that time I was ten years old and during his visit I successfully bottled my first ship, and he was very impressed. When he returned to Canada and retired in the early fifties he tried his hand at ship bottling quite successfully, although when he returned to England in the late fifties he must have taken all his work with him. He passed away not long after and I have no idea where his masterpieces ended up.

Ed, like many of us, was constantly being asked by friends how he got the ship in the bottle, so he set to, and produced the answer to our secret which in itself is a very interesting riddle. The bottle used was a Haig and Haig pinch or dimple bottle and if you look closely you will see that the instruction manual from which he is working is entitled "MY METHOD by Ed George."

If any reader of the Bottle Shipwright has any knowledge of his models I would be most interested in hearing from you. Bill Cheek - Dundas, Ontario, Canada, L9H3R2 or email - bcheek@netcom.ca



HOW IT'S REALLY DONE

MODEL SCALES AND PROPORTIONS
by Charles Hand

Most model makers have a good sense of scale and proportion, as evidenced by the models they make. Despite that, some I have talked with don't seem acquainted with common model scales and their uses.

Modern computers and certain copy machines now facilitate sizing of drawings in infinite variation in scales. One can literally size a model to suit a selected bottle. But an understanding of scales can be helpful. Drawings and purchasable models and components are available in specific scales as listed in the accompanying table.

You've likely used a mileage scale on a roadmap - and a map is basically a scale drawing of topography. The same principle applies to ship drawings. Good, recent drawings should have a graphic scale similar to the miles/kilometers scale on a map or should state the scale used to prepare the drawing. That is usually in the range of $1/32"=1'$ to $1/4"=1'$ (column 3 in the table).

Catalogs or lists of models, fittings and drawings state their scales. Some firms will even supply reduced-size copies of their drawings. Those can be difficult to read or decipher as the lettering and lines grow thinner with each reduction, so it's wise to retain readable copies.

Office supply stores and departments sell triangular or flat architect's or civil engineering rules for measuring and preparing scale drawings. The triangular architect rules include the 7 scales noted in the table plus $3/4"$, $1"$, $1-1/2"$, and $2"$ or $3" = 1'$ - depending on the age of the rule. The flat scales usually have 8 scales: $1/8"$, $1/4"$, $1/2"$, $1"$, $3/8"$, $3/4"$, $1-1/2"$ and $3" = 1'$. Civil engineering rules are in multiples of 10: 10, 20, 30, 40, 50, and 50 divisions to the inch. Mechanical engineer's scales also exist and are for drawings $1/8$, $1/4$ and $1/2$ size.

Column one of the table lists the ratio of the model or drawing to the actual item. It's best to consider this as a fraction, e.g. $1:2400 = 1/2400$; the model or drawing thus being $1/2400$ th of the original. The scale feet per inch is obtained by dividing the denominator or second number of the ratio by 12. Several of the model railroad scales are metric-based so do not equate to reasonable fractions of an inch.

Some models are so crowded with details that an error of scale in locating or sizing an item can quickly cause problems. There are also limitations as to physically making some items actually to scale as those become too difficult to withstand handling during bottling. So fidelity to scale is not always practical, but a general adherence to scale makes a model more accurate.

Some people have a special regard for models said to be made "from scratch" - not utilizing any purchased fittings. If the model is to an unusual scale - not listed in the table - you can reasonably conclude the model was truly scratch-built.

Our cousins outside the U.S.A. and U.K. will likely find the table amusing as the metric system greatly simplifies their scales.

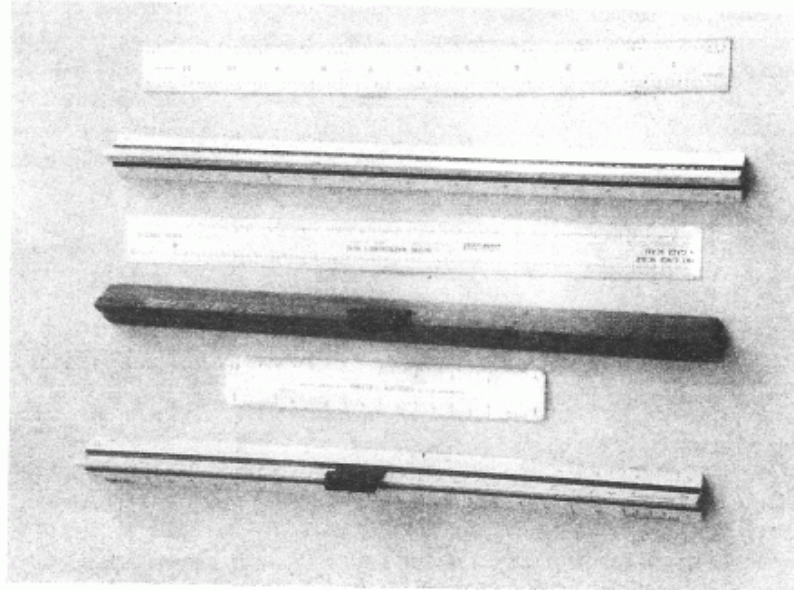
D.

COMMON MODEL AND DRAWING SCALES

SCALE RATIO PROPORTION MODEL-TO- ACTUAL SIZE	RR*	SCALE FEET IN ONE INCH	A/E**	ONE SCALE FOOT		
				FRACTION OF AN INCH	DECIMAL- INCH	MILLI- METERS
1:2400		200		1/200	.0050	.127
1:1250		104.2		-	.0096	.244
1:1200		100		1/100	.0100	.254
1:768		64		1/64	.0156	.396
1:600		50		1/50	.0200	.508
1:384		32		1/32	.0313	.795
1:256		21.3		3/64	.0469	1.191
1:220	Z	18.3		-	.0546	1.380
1:192		16	A	1/16	.0625	1.588
1:160	N	13.3		-	.0752	1.910
1:128		10.7	A	3/32	.0938	2.383
1:120	TT	10	E	1/10	.1000	2.540
1:96		8	A	1/8	.125	3.175
1:87.1	HO	7.26		-	.1377	3.500
1:76.2	OO	6.35		-	.1575	4.000
1:64	S	5.33	A	3/16	.1880	4.775
1:48	O	4	A	1/4	.2500	6.350
1:32		2.67	A	3/8	.3750	9.525
1:24		2	A	1/2	.5000	12.700

RR*=Model Railroad
Scale

A/E**A=Architect's, E=Civil Engineer's
Scales



Some typical scale rules that one can purchase include triangular and flat architect rules, a stainless steel rule with model railroad graduations (HO, O, S and N), a triangular civil engineers' rule and a 12-inch steel rule.

Notes From The Membership Chairman by Don Hubbard

I hope it is contagious: In October I received a short note and dues payment from Myles Reardon with and extra \$10.00 for the association treasury and then came dues from Allan Campbell, Houston, TX in which he enclosed an extra \$30 bucks "to continue the good work." Rest assured, the good work will continue, and our normal concern about finances will have been slightly decreased. It is interesting that Al, and also Attilio Capitani (who I thanked in BS 1999-3), have done this for two years in a row. Many thanks Myles and Al from the rest of the staff and me.

Wonderfully good news from Chris Nair, our plank owning member from India. His son, Praveen, was married on the 29th of December to Shane Fernandez at St. Peter's Church in Bandra (West), Mumbai. Our most sincere best wishes to the bride and groom and to Chris and Wendy Nair, his proud parents.

I ran out of space in the last edition of Bottle Shipwright, but some of you might remember back in BS 1998-3 I mentioned one Otto Palmen, from Germany, who gave his grandson a bottled model of the Red Baron's Fokker Tri-plane which had a turning propeller powered by a small solar panel. I asked anyone to let us know how the thing could be hooked up and Bob Frederick, (Seattle, WA) took the ball and sent me a clipping from a 1992 Radio Shack catalog showing a solar cell prewired to a DC motor with a propeller and data booklet. Cost was \$10.95 at that time, so if interested you can contact your local Radio Shack and get an update. Thanks Bob.

Want to have some fun? Go to SIBAA member John Fox III web page and see what animation can do. I won't tell you what you will find, but I will say that it directly relates to ship bottling. Great stuff! [HTTP://www.win.bright.net/~jfox3/INDEX.HTML](http://www.win.bright.net/~jfox3/INDEX.HTML)

Speaking of the World Wide Web, all you users can have some fun. There is a bushel of stuff out there that you will find interesting, but just for starters check these out.

[HTTP://lincoln.midcoast.com/~gilships/](http://lincoln.midcoast.com/~gilships/)

This is SIBAA member Gil Charbonneau's web page and it contains great photos of his bottled ships and other useful information

[HTTP://natosongs.com/hit_the_bottle.html](http://natosongs.com/hit_the_bottle.html)

Member Ralph Prestons page showing the very detailed large bottled ships that Ralph builds.

[HTTP://www.shipbottle.ru](http://www.shipbottle.ru)

This is the web page of our Russia member, Artem Popov. Exquisite models and a host of other information including a listing of ships-in-bottles associations around the world.

[HTTP://user.fundy.net/fpweb/index-2.htm](http://user.fundy.net/fpweb/index-2.htm) and [HTTP://user.fundy.net/fpweb/2-hist.htm](http://user.fundy.net/fpweb/2-hist.htm)

These are two of a series of web sites belonging to David Smith. The first is loaded with pictures of his models and the second has a wonderful run-down on the history of ships-in-bottles. Also

has many links to other bottle web pages

[HTTP://sdjones.net/folkart/folkart.html](http://sdjones.net/folkart/folkart.html)

This is a fascinating site belonging to **Susan D. Jones** who collects bottled whimsies. Pages of whimsy pictures in every whimsy genre. Also has many links to other bottle web pages as well.

[HTTP://seaeaglebooks.com](http://seaeaglebooks.com)

Hey gang, this is my page and shows my two books: **Ships-in-Bottles** and **Neptune's Table** (my shell fish cookbook). You can also see both of these on **Amazon.com** and read the reviews that have been submitted by buyers.

Now, after years as Membership Chairman, Treasurer and Associate Editor of the Bottle Shipwright, the time has come for me to pass on the reins and take a less active part in the organization. To me this is sort of like putting my favorite dog or cat to sleep, but I find that I desperately need the extra time for a new book I have been working on (a how-to book on marine related arts), and for the care of my 105 year old slightly ailing house. I will not be disappearing from the scene, I will just be a bit less active.

I certainly want to thank all of you for your interest and support through the years, and especially want to thank **Jack Hinkley**, **Ray Handwerker** and the rest of the Board of Directors for the faith they have had in me. And, oh boy - I have some models to build. Happy millennium!

Don Hubbard

How do you like this great millennium Christmas card from our German Plank Owner, Hans Fahnlein?



Hans Fahnlein 1999

HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

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MA 02601 T508-775-2679 Geo Kelley
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Atkin & Co Box 3005 Noroton, CT 06820
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Essex Shipbuilding Museum Main St Box 277
Essex, MA 01929 T978-768-7541

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Hart Nautical Collections of MFT 265 Mass Ave
Cambridge, MA 02139 T617-253-5942
Huge repository of collections including
Haffner-Herreshoff

Mystic Seaport Museum Plans Dept Box 6000

Mystic, CT 06355-0990 T860-572-0714 or 5315

"Guide to Ships Plans at MSM" 92 page booklet with
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80,000 drawings of ships, yachts, small craft, light-
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Rocky Mountain Shipyard 590 Ronlin St Grand
Junction, CO 81504

T800-546-7447, 970-434-0703

www.iti2.net/~rms/ email: rms@iti2.net Books,
plans (see kits)

Phoenix Publications; Order through Ship Builder's
Shop Box 128 Cedarburg, WI 53012

Lightship Portsmouth 1/4"-1", by Geo. H. Pyles @
\$17.95 + \$3.50p&h. Includes 40-page book

Smithsonian Institution: "Ship Plans" NAMH
5010MRC 628 Smithsonian Inst. Wash., DC 20560
Nat'l Watercraft Coll.; Chapelle, Sucher, AMMM
Survey; 250 page bound catalog of plans \$10

Steamboat Store (Catalog) Box 3046 Louisville, KY
40201-3046

Wooden Boat Store Box 78 Brooklyn, ME 04616
T800-273-7447 F207-359-8920

www.woodenboat.com

Plans and books on building boats (mostly small),
traditional construction, contemporary design

A number of museums also maintain plan libraries of
vessels of local interest. Policies vary. Among these:

Adirondack Museum

Blue Mountain Lake, NY 12812

512-352-7311

Calvert Marine Museum

Box 987 Solomons, MD 20688

410-326-2042

Center for Wooden Boats

1010 Valley Street Seattle WA 98109

206-382-2628

Chesapeake Academy of Trad Boatbuilding

Box 807 Mathews VA 23109

Columbia River Maritime Museum

1792 Marine Dr Astoria, OR 97103

Hampton Roads Naval Museum

1619 Dillingham Blvd Norfolk, VA 23511-3094

Maine Maritime Museum

234 Washington St Bath, ME 04530

207-443-1316

Mariners' Museum

100 Museum Dr Newport News, VA 23606

757-596-2222

Maritime Museum of San Diego

1306 North Harbor Dr San Diego, CA 92101

Michigan Maritime Museum

Box 534 South Haven, MI 49080

Peabody Essex Museum

161 Essex St Salem, MA 01970

978-745-9500

Philadelphia Maritime Museum

321 Chestnut St Philadelphia, PA 19106

San Francisco Maritime Nat'l Hist Park

Bldg 201/Fort Mason SF, CA 94123

415-929-0202

Texas Maritime Museum

Box 1836 Rockport, TX 78382

US Naval Academy Museum

Annapolis, MD 21402

List compiled for USS Constitution Model Shipwright
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* Asterisk indicates membership in the Guild

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Ralph's Propaganda Sheets
http://natosongs.com/hit_the_bottle.html

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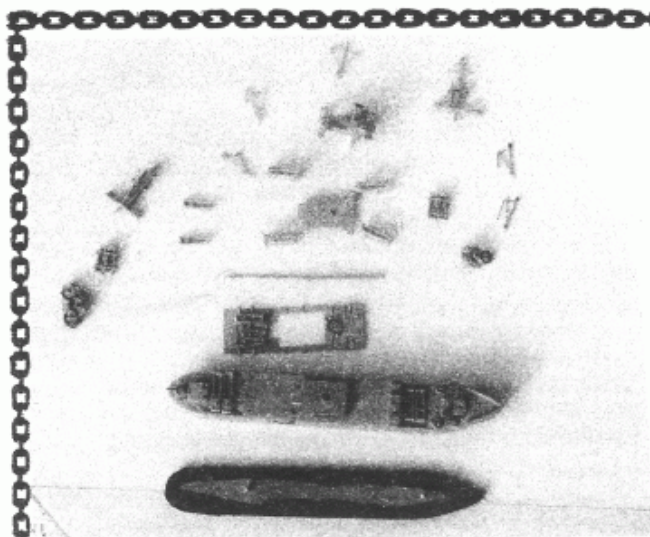
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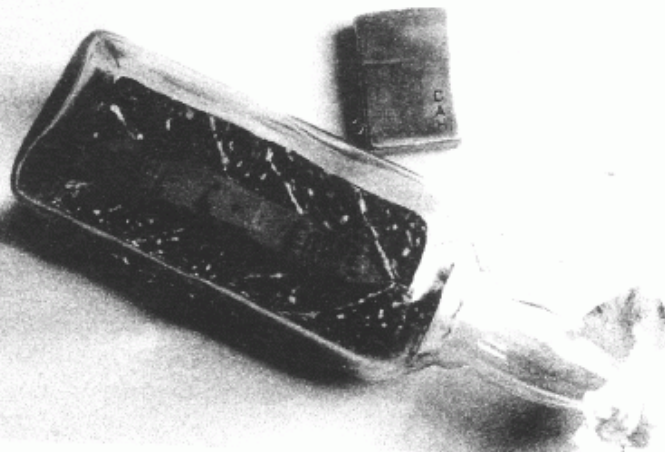
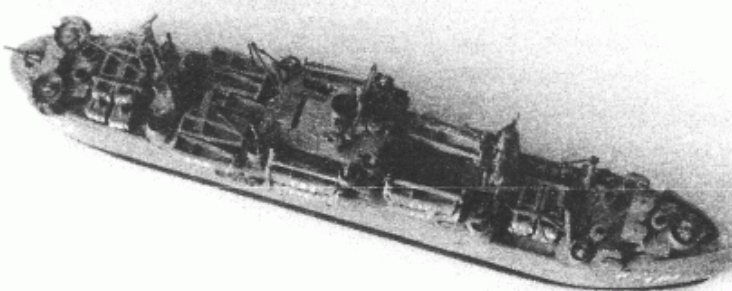
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Left; The USS Sanborn (APA-193) showing most but not all of the component parts to be bottled. Sent in by Charles Hand.

Right; (APA-193) Checking the fit of parts before bottling. Accidentally jarred foward port tier of landing craft onto side.



USS Sanborn (APA-193) Start of bottling. At this stage only the inner base pieces, acrylic gel sea, lower and upper hulls.